





## Intimations

Intimations.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF  
**DIAMOND JEWELLERY AND ENGLISH SILVER WARE**  
 HIGH-CLASS GOLD AND SILVER WATCHES.  
 LARGE ASSORTMENT OF SPECTACLES.  
**PINCE-NEZ AND EYE PRESERVES.**  
 G. FALCONER & Co., ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
 BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
 ADMIRALTY CHARTS AND BOOKS.  
 — ( — ) —  
 LATEST PATTERNS OF SILVER PRIZE CUPS NOW IN STOCK.  
 27, QUEEN'S ROAD.

**HONGKONG STEAM LAUNCH CO.**  
 LAUNCHES FOR SALE, HIRE OR CHARTER,  
 For Picnic, Shooting, Bathing Parties, &c.  
 Specifications and Drawings for the Building of Launches, Tug,  
 Cargo, Water Boats, and Small Craft of every Description.  
 Apply to COMPANY'S OFFICE, 16 PRAYA CENTRAL.  
**A. G. GORDON, General Manager.**  
 Hongkong, April 1, 1895

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**BUILD UP THE BODY.**

Influences are constantly at work to undermine health. When you lose flesh, take cold easily, become pale and weak, you need building up, so there will be no danger of taking disease.

**Scott's Emulsion**

contains all the essential elements that give strength and vitality to the system. It increases the appetite for other food, enriches and warms the blood, assists in making healthy flesh, relieves inflammation of Throat and Lungs, and overcomes all emaciated, weak tendencies. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

*Sole Agents for Hongkong and the Empire of China: WAH KINE & Co., Hongkong.*

**'CHINA MAIL' OFFICE**

**PRINTING.**

birds after partridges, or through the woods that surrounded the park, when the pleasant season commenced. In the garden, Herbert's room in preservation of the beautiful picture by Sir Michael Angelo, while leading him to Mr. Gladstone—more than fifty years ago—had the first finger of his left hand amputated so loudly by an explosion that the finger had at once to be amputated.

A FLAT AGAINST MR. GLADSTONE.

On one occasion two gentlemen, invited to be guests at a table where Mr Gladstone was expected, made a wager that the latter would start a conversation on a subject about which even Mr Gladstone would not speak. The gentlemen, however, as they read up an ancient magazine article on some unfamiliar subject connected with Chinese manufactures. When the favour

the opportunity came the topic was started, and the two conspirators watched with amusement the growing interest in the subject which Mr Gladstone's first question evoked. The conversation, however, and their amusement was turned into gnashing of teeth—to speak figuratively—when Mr Gladstone said ‘Ah, gentlemen, I perceive you have been reading my article I wrote in the—Magazine some time back.’

MR GLADSTONE AND THE REPORTER.

Mr Gladstone was once the victim of a curious reporter's error, either in reporting or telegraphing, which was that when he in a celebrated speech he declared ‘I have burnt my boots,’ he had destroyed all bridges, he must have burnt his shoes.

‘We have burnt our boots and destroyed our breeches,’ The noted phrase ‘There is on our side’ was rendered in phrase as ‘Tim is on our side.’

But what was the source of error in the details, but was it as it was to the burning of the ‘boots’ it is untrue. The mistake, a typographical and not a reporter's one, occurred in the *Daily Mail* (Glasgow) in the course of a speech by the late Mr Gladstone shortly after the Brighton scandal. The alleged error was that the ‘boots’ and ‘breeches’ did not occur, and it is easy to see that the joke has been concocted; a shorthand writer will readily understand how

IT IS REMARKABLE  
SAYS MR. V. WILSON, THE PO-  
POLAR Chemist at RAWALPINDE  
MIRAL, "How Chamberlain's Cough  
Remedy has attained a prominence in this  
district, and though it has only been in the  
market a few months it has taken the  
lead." From the many made by our customers  
who have used this remedy, I am convinced  
that it possesses a powerful and useful  
power, and I never hesitate to recommend it to all  
who are in need of a good cough mixture.

Russell.—Order.

STATE OF MAINE, American ship, Capt.  
H. G. Curtis.—Standard Oil Co.

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**Hongkong Tides.**

The Tide Table given below has been compiled by the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide recording machine in the Water Police Basin at Tsim Sha Tsui during

1. **BAROMETRIC**  
unit, and to the  
and hundredths  
2. **TEMPERATURE**  
Fahrheit.  
3. **HUMIDITY**  
percentage of air  
4.  
5. **DIRECTION**  
5. **WIND** in  
6. **SEA** in  
7. **WIND** in

[illegible][illegible]

						Hind Linn	Mrs E. Nelson
ne 80th	-	-	-	-	-	Mr J. W. Edwards	Mrs F. Richardson
						Mr John Hestorpe	Mr L. Kagon
79	69	59	49	39	29	Mr E. J. Ware	Mr and Mrs Skione
						Mr and Mrs H. C. Q.	Mr M. Wilson
						Fisher	Barton D. Swain
77	67	57	47	37	27	Mr W. Gervase	Dr J. H. van
76	66	56	46	36	26	Mr J. K. Gibson	Mr W. F. Sylvester
75	65	55	45	35	25	Capt. Goddard	Mr W. T. Talbot
74	64	54	44	34	24	Mr J. H. Grimes	Mr R. Torrey

86	78	2	2	Mr. Wm. Kestice	Mr. E. A. Vine
86	78	2	2	August	Mr. W. S. Walker
86	78	2	2	Mr. Hunt	Mr. and Mrs. Wm.
86	78	2	2	Mr. M. Jonsson	Whiley
86	78	2	2	Mr. E. S. Joseph	Miss Weller
86	78	2	2	Mr. J. W. Kingborn	Miss Weller & child

C. G. Free, First Assistant,  
Secretary, June 30, 1924

CRACIERBURN.

reduced to 33 degrees Fahrenheit in the shade in October, Seattle, Wash.

On the 11th of the same month, the temperature in the shade, in degrees Fahrenheit, was as follows:

at 6 a. m.	33	at 12 m.	38
" 7 "	34	" 1 "	39
" 8 "	35	" 2 "	40
" 9 "	36	" 3 "	41
" 10 "	37	" 4 "	42
" 11 "	38	" 5 "	43
" 12 "	39	" 6 "	44
" 1 "	40	" 7 "	45
" 2 "	41	" 8 "	46
" 3 "	42	" 9 "	47
" 4 "	43	" 10 "	48
" 5 "	44	" 11 "	49
" 6 "	45	" 12 "	50
" 7 "	46	" 1 "	51
" 8 "	47	" 2 "	52
" 9 "	48	" 3 "	53
" 10 "	49	" 4 "	54
" 11 "	50	" 5 "	55
" 12 "	51	" 6 "	56
" 1 "	52	" 7 "	57
" 2 "	53	" 8 "	58
" 3 "	54	" 9 "	59
" 4 "	55	" 10 "	60
" 5 "	56	" 11 "	61
" 6 "	57	" 12 "	62
" 7 "	58	" 1 "	63
" 8 "	59	" 2 "	64
" 9 "	60	" 3 "	65
" 10 "	61	" 4 "	66
" 11 "	62	" 5 "	67
" 12 "	63	" 6 "	68
" 1 "	64	" 7 "	69
" 2 "	65	" 8 "	70
" 3 "	66	" 9 "	71
" 4 "	67	" 10 "	72
" 5 "	68	" 11 "	73
" 6 "	69	" 12 "	74
" 7 "	70	" 1 "	75
" 8 "	71	" 2 "	76
" 9 "	72	" 3 "	77
" 10 "	73	" 4 "	78
" 11 "	74	" 5 "	79
" 12 "	75	" 6 "	80
" 1 "	76	" 7 "	81
" 2 "	77	" 8 "	82
" 3 "	78	" 9 "	83
" 4 "	79	" 10 "	84
" 5 "	80	" 11 "	85
" 6 "	81	" 12 "	86
" 7 "	82	" 1 "	87
" 8 "	83	" 2 "	88
" 9 "	84	" 3 "	89
" 10 "	85	" 4 "	90
" 11 "	86	" 5 "	91
" 12 "	87	" 6 "	92
" 1 "	88	" 7 "	93
" 2 "	89	" 8 "	94
" 3 "	90	" 9 "	95
" 4 "	91	" 10 "	96
" 5 "	92	" 11 "	97
" 6 "	93	" 12 "	98
" 7 "	94	" 1 "	99
" 8 "	95	" 2 "	100
" 9 "	96	" 3 "	101
" 10 "	97	" 4 "	102
" 11 "	98	" 5 "	103
" 12 "	99	" 6 "	104
" 1 "	100	" 7 "	105
" 2 "	101	" 8 "	106
" 3 "	102	" 9 "	107
" 4 "	103	" 10 "	108
" 5 "	104	" 11 "	109
" 6 "	105	" 12 "	110
" 7 "	106	" 1 "	111
" 8 "	107	" 2 "	112
" 9 "	108	" 3 "	113
" 10 "	109	" 4 "	114
" 11 "	110	" 5 "	115
" 12 "	111	" 6 "	116
" 1 "	112	" 7 "	117
" 2 "	113	" 8 "	118
" 3 "	114	" 9 "	119
" 4 "	115	" 10 "	120
" 5 "	116	" 11 "	121
" 6 "	117	" 12 "	122
" 7 "	118	" 1 "	123
" 8 "	119	" 2 "	124
" 9 "	120	" 3 "	125
" 10 "	121	" 4 "	126
" 11 "	122	" 5 "	127
" 12 "	123	" 6 "	128
" 1 "	124	" 7 "	129
" 2 "	125	" 8 "	130
" 3 "	126	" 9 "	131
" 4 "	127	" 10 "	132
" 5 "	128	" 11 "	133
" 6 "	129	" 12 "	134
" 7 "	130	" 1 "	135
" 8 "	131	" 2 "	136
" 9 "	132	" 3 "	137
" 10 "	133	" 4 "	138
" 11 "	134	" 5 "	139
" 12 "	135	" 6 "	140
" 1 "	136	" 7 "	141
" 2 "	137	" 8 "	142
" 3 "	138	" 9 "	143
" 4 "	139	" 10 "	144
" 5 "	140	" 11 "	145
" 6 "	141	" 12 "	146
" 7 "	142	" 1 "	147
" 8 "	143	" 2 "	148
" 9 "	144	" 3 "	149
" 10 "	145	" 4 "	150
" 11 "	146	" 5 "	151
" 12 "	147	" 6 "	152
" 1 "	148	" 7 "	153
" 2 "	149	" 8 "	154
" 3 "	150	" 9 "	155
" 4 "	151	" 10 "	156
" 5 "	152	" 11 "	157
" 6 "	153	" 12 "	

[illegible]



## Mails

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

[illegible]

**SAFETY—SPEED—FUNCTIONALITY.**  
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.  
PROPOSED SAILINGS FROM HONKONG.  
(Subject to Alteration.)  
EMPEROR OF JAPAN...Comdr. G. A. LEE, R.N.R..... WEDNESDAY, 20th July/09.  
EMPEROR OF CHINA...Comdr. R. ARCHIBALD, R.N.R... WEDNESDAY, 10th Aug./09.  
THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (U.S.) in 12 DAYS, saving THREE DAYS to a WEEK in the TACOMA-SAN FRANCISCO ROUTE.

CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC OCEAN, THROUGH CANADA. Close connections is made at Montreal, Quebec, Halifax, New York and Boston with all the oceanic lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military and Governmental Services, and to European Officials in the Service of Great Britain and Japan, Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT TOURS, (including the GREAT PACIFIC COAST AND MOUNTAIN TOURS).

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Hongkong, June 20, 1898. PENNY STREET. 1128

**NORTHERN PACIFIC STEAMSHIP COMPANY.**

PROPOSED SAILINGS FROM HONGKONG

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., & TACOMA,	FOR PORTLAND, OREGON,
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Steamer.	Tons.	Captain.	Proposed Sailing.

Victoria	3167	R. ALLEN	July 12	Freemore	3801	E. Forster	Aug. 18
Olympia	3168	T. H. Dobson	July 16	Chalmers	3802	J. H. Satter	Sept. 10
Arizona	3305	R. Pantor, B. N. E.	Aug. 5	Chalmers	3205	A. Gow	Oct. 1

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA, and to EUROPE.

**HONGKONG TO LONDON, 217.**

Excellent accommodation. First Class Table, Doors and Stewards carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

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The Railroad traveling beyond to points on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

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Hongkong, June 27, 1903.

## NIPPON YUSEN KAISHA,

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<u>Origin.</u>	<u>Destinations.</u>	<u>Sailing Dates.</u>
<p>PRODUCED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.</p> <p>Steamers.</p> <p><b>TOKIO MARU,</b> E. W. HANWELL</p>	<p><b>SYDNEY AND MELBOURNE,</b> THURSDAY LEADS, MAQUET, TOWNVILLE AND BIRKENHEAD.</p>	<p><b>FRIDAY, 1st July,</b> at Daylight.</p>
<p><b>SANUKI MARU,</b> W. TOWNSEND,</p>	<p><b>MARSHALLS, LONDON AND ANTWERP,</b> via SINGAPORE, PENANG, COLOMBO &amp; PORT SAID.</p>	<p><b>TUESDAY, 2nd July,</b> at 4 p.m.</p>

MATSUYAMA MARU J. NISHIZ.	KOBE and YOKOHAMA.	THURSDAY, 7th July, at 4 p.m.
SAGAMI MARU, T. MURAI.	VLADIVOSTOCK, Via SHANTAI, OZEPKO, CHERMULPO, NAGAIKI, FUMAN and GENSAI.	FRIDAY, 2nd July, at Noon.
RIOFUN MARU, A. E. MOORE.	SEATTLE, Wash., U.S.A., Via KESS and YOKOHAMA.	THURSDAY, 14th July, at 4 p.m.
	MADEIRILLAS LONDON, and	

**HAKATA MARU,** { **ANTWERP,** } **SINGAPORE,** **TUESDAY, 19<sup>th</sup>**  
**F. L. SOMMER,** { (Transshipping Cargo for Java Port, } **July, at 4 p.m.**  
**PAKANG, COLOMBO and PORT SAID )**

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and STEAM SHIPS.

For further information as to Freight, Passage, Ballings, Etc., apply at the Company's Office, Western Wharves.

A. S. MIHARA, *Manager.*  
 Hongkong, June 28, 1893.

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<p> <b>WEEKLY NEWS FOR HOME.</b>  <b>The England China Mail.</b>          IS PUBLISHED to suit the Requirements       </p>	<p> <b>Fees for Public Vehicles.</b>  <i>Chairs.</i>  <b>IN VICTORIA WITH TWO SEATMEN.</b> </p>
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A CRITICISM ON THE P. AND O. COMPANY.

Shipping, Rings and Subsidies.  
Having managed, by a trick—Made in  
Germany—which suitably exhibited in the  
industry, shrewdly and by the way, to create  
a sensation, Mr. Ernest Edwin Williams  
has been tempted to extend his criticisms  
on British methods of doing business to  
other fields in a pamphlet entitled 'March-  
ing Backward.' In the course of this tirade  
Mr. Williams makes an attack on the 'Ship-  
ping Ring' and the P. and O. Company,  
which is more venomous than intelligent.  
After admitting that 'combinations for  
mutual assistance exist in all trades,  
and these associations may and do exercise  
perfectly legitimate functions,' he denounces

illigible and disgraceful. It would be impossible to determine the amount for men-in-business to adopt the best to the conditions which govern the possibilities of profit on various routes. Conference steamers carry American cotton goods from New York to Shanghai at 25s. to 26s. 6d., and out of this they pay the Atlantic steamer 7s. 6d., leaving only 17s. 6d. to 19s. for the steamer from Liverpool to Shanghai, while those of the same class of goods pay the Conference steamer from Liverpool 47s. 6d. Such anomalies exist wherever there are transit routes and competition. It is cheaper to send goods from Belfast to London via

be no objection to my assuming the name of a merchant. We have never denied the correctness of Mr. Williams's figures, but, if they be correct, it does not follow that the policy of the Shipping Convention in taking business where it can get it, at the best rate it can get, is either illegitimate or disgraceful. If you are running ships all over the world with the object of making a profit—and no trader is expected to run them at a loss from patriotic motives—your charges are practically arranged for you by the conditions of traffic and competition on the various routes. You may as well lay your ships up if you have to practically fix the rates, and you are perfectly free to do so under the best of circumstances. You may as well charge what you like.

But the most pointless portion of Mr. Williams' conference falls on the favourite little choir of Colonel Ross and the Chesapeake Passage Association, the P. and O. Company, They, he says, are the "band and front" of the Conference. And then, to the most bizarre way he drags in a matter which really has nothing to do with the question of these anomalous and unequal rates. "This Company," he affirms "is to be important to bear in mind—being subsidised by the British Government. Thus, as we have again and again seen in those countries, is not a fact—this Subsidised bounties are given to the boats to the owners of the ship with the

object of inducing or enabling them to compete with rival lines of other nations or to keep up a national shipping service for presumably national advantages. No payment is made to the F. and O. Company or any other British line who are aware of such any such object. The British Post Office enters into a contract with the F. and O. Company to perform a certain service in the carrying of the mails on certain conditions. For that payment the Company simply renders to the Government a certain special service—an actual business *quid pro quo*, like any other Company which contracts to carry the mail. If any other Company can undertake to perform

[illegible]

managed foreign firms it cannot go as  
tempted to run its vessels at unprofitable  
low rates in defiance of all the local  
business." The P. and O. Company  
not content to ruin its country's ports for  
the benefit of the foreigners at the expense  
of opposition, and has sent its agents  
and the Rabattin to ruin the Australian  
miserable policy. Apparently the  
liams labour under the same notion that  
the P. and O. Company should, by using  
quietly and let the foreigner eat prices and  
carry away its business from under its nose.  
"This," exclaims, "is how the money  
go which you English citizens allow your  
Government to give to the P. and O.  
Mr Williams may be a clever man, but

In these striforous he seems to show an ignorance of the elementary principles of business which is remarkable in a professor of critic of British trading methods. The British tax-payer gives the P. and O. a sum for services rendered. It is a "standindular" intelligence which argues from that that the P. and O. Company ought to divide the rest of its business or rather than business principles.—*Oversight* *Mod.*

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BERNARD & Allison Piano, the very best value.—Robinson Piano Co.

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Aw outbreak of cholera is reported from

MARTIN is made in the *P. and T. Times* of the strenuous efforts being made by Russia at Peking to prevent any concessions or contracts for work in North China being granted to Britishers, and our Russian contemporary trusts that no hesitation will be exhibited in reminding Russia that it is sometimes dangerous to take forbearance to its utmost limits.

contemporary, we learn that after the pipes had struck up "Cook of the North" the Commandant-in-Chief of the Army in India made the following statement:—  
"These were orders for the taking of Dargal by the Gordon Highlanders, it was intended to say that the British were about to take an Army up into the clouds. Whatever the Government did, however, was always bound to do very well." We shall be hearing now, remarks the Globe, that Elijah was a Scotsman.

**'SOUND LIKE A CHARM'**  
**M**RS J. HARRY WATERS, HEAD  
MISTRESS, BRAYTON GYMNASIUM, SAYS

him, says a noted Chamberlain's Pain Balm as a most useful household medicine. Have been found for toothache, rheumatism, and many on a very hot summer but used in such of these instances the Pain Balm acted like a charm.

Every one who uses Chamberlain's Pain Balm knows it is the best remedy for all kinds of aches and pains, and it is the best remedy for all kinds of aches and pains, and it is the best remedy for all kinds of aches and pains.

CHAMBERLAIN'S PAIN BALM is sold everywhere. Price 10 cents and 25 cents.

Warranted Genuine - Warranted of Quality.







